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SPECIAL ISSUE: A 28-page souvenir pullout history of Local 113. It's a keeper!

on the move

DECEMBER 2012



MAINTENANCE CAMPAIGN SHOWS OUR SKILLS

In our largest public awareness campaign ever, Local 113 showcased the value to Toronto of our skilled Maintenance members, the people behind the scenes who "take care of the details that take care of you."



ROCKY RAMLOCHAN
Coach Technician
Toronto Transit Maintenance Worker



**WE INSTALLED THE
BRAKES ON THE
BUS YOU ARE ON
RIGHT NOW.**

WE TAKE CARE OF THE DETAILS THAT TAKE CARE OF YOU.

Visit our website for a chance to win a FREE Metropass.
ProtectingWhatMatters.ca



INTERNATIONAL TRANSIT UNIONS

UK's militant transit union strikes over privatization

The 80,000-strong Rail, Marine and Transport Workers' Union is known as one of the most militant trade unions in Britain. It was formed in 1990 by a merger of two much older unions — the National Union of Railwaymen (NUR), formed in 1913, and the National Union of Seamen (NUS),



Bob Crow, the fiery leader of the United Kingdom's Rail, Maritime and Transport Workers union was in Toronto in November to meet with another fiery transit Union leader, also named Bob, about strategies to fight privatization.

founded in 1888.

During its first ten years, the RMT looked like a failure. Membership declined from 103,000 members at the time of the merger to 60,000. When the

leadership changed, however, things started picking up.

Bob Crow is the fiery, radical General Secretary of RMT and a General Council Member of Britain's Trade Union Congress, the British equivalent of the Canadian Labour Congress. He started work at London Transport at age 16 as an underground track-repairer. In 1983, he was elected

as a local representative of the NUR and became the NUR national officer for track workers. Crow was the London Underground (subway) representative on the RMT National Executive at the time of the merger and one year later was elected Assistant General Secretary. In February 2002, Crow was elected General Secretary, the union's highest position. He received 12,051 votes — double that of the other two candidates combined. Since then, RMT membership has gone up by 30 per cent, the fastest growing union in the U.K., by far. Under Crow, RMT staged more than 35 decisive strikes (known in the UK as "industrial actions") over government plans to privatize rail services. The strikes also led to several high profile bargaining victories and advances in job security, conditions and pensions, and a 35-hour working week on many sectors of the railway network.

RMT is also actively working against European Union transit privatization plans, with Crow calling the European model "a disaster." To get a taste of Crow's populist style, go to YouTube.com and search "Bob Crow." Select the video: **TUC anti-cuts march – 20th October 2012.**

on the move

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on the move

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What we will do about Stintz, Byford and Ford – the axis of privatization

Bob Kinnear
President



By the time you read this, our Election will be over and the members will have chosen their Executive Board for the next three years. The responsibilities of the new Board will be enormous. We will need to work together as a team more than ever in our history to protect our jobs and rights.

Two years ago, at his first City Council meeting as Mayor, Rob Ford took away our right to collectively bargain with our labour — a right we had for over a century. Now it turns out that Ford doesn't think we're all that essential. He wants to take away our work and give it to the lowest bidder. He has made it clear in his public statements that he believes contracting out TTC work is the way to go. Commission Chair Karen Stintz and Mr. CEO Andy Byford agree. Nearly 200 Local 113 jobs are being turned over to low-paid, insecure contract workers. This is just the first shot. Stintz wants to be mayor and she wants the "street cred" of being able to take on the union. Byford has other motivations for wanting a reputation as an imported cost-cutter. Anyone want to bet that Byford will still be in Toronto five years from now?

Byford gets praised in editorials for publicly telling Ford to stop calling him about "personal matters" such as a bus for Ford's high school football team (notice that Byford didn't tell the whole story or even complain about Ford's stupidity until he saw which way the wind was blowing — such courage!). But where is he while TTC passengers are shivering at bus stops in the dark? Why doesn't Big Andy

stand up like a leader and say to Ford: "I cannot do the job you hired me to do without the necessary funding!"

Don't hold your breath waiting for that. Why risk your \$300K+ job and get a reputation as someone who stands up to his political masters? That's no way to progress in your career as a good jobs killer.

So what are we as a union going to do about all this? Two things: First and foremost, I am going to expect every Steward and every Board member to enforce every right of our members under the collective agreement. Sure, there will be disagreements between management and the union about the intention and interpretation of the collective agreement. We'll let an arbitrator sort out those issues. You'll be hearing more about this in the weeks and months to come, once the new Local 113 Executive Board meets and decides on our course of action.

Secondly, we are going to do everything we can under the law to send our millionaire mayor back to the family business in 2014. I'm sure they'll be happy to see more of him. Those City Councillors who voted with him to take away our rights will also be on our list. It's called political action and we are going to be very active. We are 10,000 strong. If we sit on our hands and let our jobs and our families be threatened by this band of hypocrites at City Hall, shame on us. But if we use those hands to knock on doors, hand out leaflets, put up signs and VOTE, we can send them packing.

One hundred and thirteen years ago our forebears put their jobs on the line to form a union. We are the beneficiaries of their courage. It's now our turn to step up to the plate.



Great idea, but fewer than half of Torontonians think it's worth a buck a week, according to a recent poll. The \$6 billion project would take enormous pressure off the existing Yonge and Bloor-Danforth lines, which are already at capacity in our growing city.

TORONTONIANS WANT DOWNTOWN RELIEF SUBWAY LINE BUT DON'T WANT TO PAY FOR IT

The idea of building a new subway line to take pressure off the overcrowded Bloor-Danforth and Yonge lines is a popular idea, until it comes to the money part. According to a recent poll, only 45 per cent said they would be willing to pay an extra \$50 a year in property taxes to support such a line. 40 per cent were opposed and 15 per cent were unsure.

The proposed Downtown Relief Line would go south from Pape Ave. and then along King to the Ex and then up to Dundas West station. Many commuters who use the east-west subway to travel to and from work in the downtown core could avoid having to go to the Yonge line, which is a greatly overstressed line during rush hour. The line would cut through areas of the city that are now underserved by the TTC. More people in those areas would be able to take rapid transit instead of cars to get downtown.

Maintenance Campaign shows Toronto what goes on behind the scenes at the TTC

On Tuesday, October 9, 2012, Local 113 President Bob Kinnear held a press conference to launch the single most ambitious public awareness campaign in the union's history. Called "Protecting What Matters," the campaign featured over two dozen Maintenance workers on the job in different areas of the property. It was the first-ever public glimpse behind the scenes of the vital work performed by over 3,500 ATU members, the largest urban public transit maintenance workforce in North America behind New York City's.

The purpose of the campaign was twofold:

1. To show Toronto the value of the skilled men and women who keep the TTC running economically.
2. To set the terms of a public debate about the current campaign of TTC management to contract out as many jobs as possible, beginning with the subway washroom cleaners and night garbage collectors to the Bus Service Line workers at several garages.

It was actually a coincidence that the campaign was launched at the very time the TTC was contracting out the Bus Service Line work to low wage contractors. Planning for the campaign had begun eight months earlier and the union had no advance knowledge of this particular round of contracting

out. But the campaign has set the stage for resistance to further contracting out plans.

Kinnear stressed that the cleaners at the TTC fulfill a function beyond their daily work — a function that contract cleaners cannot.

"Traditionally, the Maintenance workers who fill the entry-level positions the TTC is contracting out have become the TTC's labour pool — trained, experienced, and invested employees, Kinnear said.

"By effectively destroying this resource, the TTC is investing in a false economy instead of a viable, efficient economic future.

"They're talking about saving money in the short term, but what happens after that? Trained subway mechanics don't just appear out of nowhere. There are only two subway systems in Canada — where will the TTC hire from if not from within?"

The main aspects of the campaign were:

- A series of three 30-second television ads that played on Toronto TV stations over a thousand times during the five-week campaign period.
- A 90-second "theatrical" version of the ads which played before the feature film in every Cineplex movie theatre in Toronto until early November. This version played over 14,000 times in the theatres and wowed audiences, who had never before seen a Hollywood-style ad for a union. This video "Protecting What Matters," is also on YouTube.com where it has been viewed over 124,000 times. (To see the video, go to YouTube.com and search *Protecting What Matters, ATU*.)
- A special website: *ProtectingWhatMatters.ca* which features detailed profiles of the workers seen in the campaign, several videos including the theatrical version and the TV ads, and other information on ATU Local 113 and its members.



A special website was created for the campaign. Visitors were given the chance to win a free TTC Monthly Metropass just by watching the 90-second theatrical version of the ad. Tens of thousands did so. As on mid-November, the video registered more than 120,000 views, a huge success.



There were three types of TTC posters, one for each of the main vehicles: bus, streetcar and subway. Passengers on buses, for example only saw the posters of Maintenance workers related to subways, and so on. The "Right Now" concept was designed to make passengers connect their riding experience at the moment with someone behind the scenes who had worked on the vehicle they were on.

- Several newspaper ads, designed to drive readers to the website, where they can enter a contest for a free Monthly Metropass. One was awarded every day during the campaign and a special Yearly Metropass was awarded at the end of the campaign.
- Thousands of posters on TTC vehicles, including several subway cars where every poster was from the campaign, an impressive sight.
- Two web videos. The first is a beautiful rendering of the once-every-five-years refurbishment of a streetcar, showcasing the many skills of ATU members involved in extending the life of Toronto's iconic public transit vehicles. The second is a documentary on how a TTC worker came up with an idea for in-house battery refurbishment that saves the TTC over a million dollars a year compared to contracting out the job, which used to happen. Both videos are available on the website and on YouTube.

The cost of the campaign is about a dollar a week for Local 113 members over the three year life of the current collective agreement.

THANKS! to the many Maintenance members who appeared in and assisted with the campaign. Thanks as well to TTC management, from the CEO to shop supervisors, who were very cooperative from start to finish.



Top: A production assistant wipes the inside of the streetcar window squeaky clean to ensure there are no specks of dust that would show up in the super-sensitive lens of the Phantom camera, which is about to film a scene with grinding sparks shooting out from the left of the vehicle



Who's that girl? Eight-year-old Ava Preston, already a professional and an ACTRA member, was selected from dozens of girls who auditioned for the brief part at the end of every TV ad, including the theatrical version. She's wearing two ATU caps because when she was given one, she asked for another for her sister. Everyone who worked on the ad campaign, from the Executive Director to the Production Assistants, photographers, even the caterer, was a member of a union.



When not being used to shoot, the one million dollar "Phantom" camera was always held by a crew member. The special camera is used in high-quality productions to achieve the instantaneous slow-motion-to-fast-motion in one shot effects that were a feature of the TV commercials.



On several subway cars, every sign in the car was ours – an awesome experience!

PUBLIC APPRECIATION

The 90-second theatrical ad that played for weeks in Toronto Cineplex theatres (and remains on YouTube) was met with acclaim. The YouTube version garnered many positive comments. In the theatres, where it played before the feature film, there were many reports of the audience applauding the ad. Toronto Councillor Shelley Carroll relates one: She was in a Scarborough Cineplex when the ad showed: "It was incredible. People applauded and cheered the ATU ad. I've never experienced anything like it."



The day after the press conference launching the campaign, this full-colour full page ad in the Toronto Star broke new ground for union campaigns. As a Star advertising official said: "We've never seen anything this dramatic from a union – or anyone, for that matter."

Driving a bus is hazardous to your health



Toronto's favourite rap on TTC drivers is that they are "surly." Maybe they're just sick and in pain, as many international studies show.

fact that these workers have 120% above the average rate for 9 chronic diseases.

Tim Bushnell from NIOSH presented these preliminary results at a recent International Transportation Federation health and safety conference in San Francisco. Bushnell studied the records of 214,413 workers in 55 sectors-two-thirds of all possible types of workplaces.

Recent innovative research by the U.S. National Institute for Occupational Safety and Health (NIOSH) shows that bus drivers and other "passenger transit workers" suffer greater rates of illness than workers in many other industries and occupations. Transit work is one of the top three jobs in which you face the highest risk of contracting 10 common diseases. Job-related hazards also contribute to the

The scariest finding: 41.5% of the transit workers had hypertension (high blood pressure), compared to 27.6% for all the 214,413 workers studied. High blood pressure leads to all kinds of other health problems, including heart attacks and strokes. Heart disease is the leading cause of death in the United States and Canada.

For a range of chronic diseases such as low back pain, asthma, depression, and diabetes the drivers' rates also were 120% higher than all people in the 55 sectors.

Many studies have confirmed that urban bus drivers are at high risk for many illnesses. In Denmark, for example, urban bus drivers have the highest rates of hospital admissions for cardiac disease.

From "Dying at Work in California: *The Hidden Stories Behind the Numbers.*"

ADVICE FOR TTC BUS AND STREETCAR OPERATORS

Tell your doctor what you do for a living and ask him or her to pay special attention to the signs of hypertension and cardiovascular problems. Do NOT skip annual checkups. It may well be useful to get a home blood pressure monitor and check your pressure once a week at the same time, noting it on a chart.

There are medicines that can help reduce blood pressure but there are also less invasive and more sustainable ways of keeping it under control. Again, see your doctor.



A home blood pressure monitor can help you keep track of changes in this vital sign. Ignoring potential risks is no way to live. Get regular checkups.

The union will be consulting with occupational disease experts in the months ahead to get a better fix on these hazards as they might apply to Toronto transit workers and what we should be doing about them. We have negotiated good pensions for our members and we want all of you to collect them for many years. Take care of yourself!

Streetcar Op wins over city; public anger at TTC management may lead to clearer rules



Veteran streetcar Operator Dino Oroc moved Toronto with his response to a suspected sexual assault.

Below are samples taken from newspaper websites of public reaction to Dino Oroc's suspension for pursuing a suspected sexual assailant. Note: Dino was returned to work with no loss of pay and the triggering incident was ultimately deemed a "misunderstanding" although Dino could not have known that at the time. Byford committed to Kinnear that they would communicate to clarify the rules in such situations.

"This TTC driver should be praised and awarded to coming to the aid of a woman who had just been sexually assaulted and NOT suspended! WHAT is WRONG with the TTC?!! Put this very fine man back to work IMMEDIATELY!"

I have never been on the same side of any argument with Kinnear ever before! But I gotta agree with him this time! This driver needs to be commended!

"Policies have to have a bit of room for the right thing to do! This is why people these days are afraid to help someone these days. You get punished for doing the decent humane thing. DISGRACEFUL."

What hasn't been mentioned is that all TTC buses and street cars have security cameras so the alleged perp's mug would be captured on video. Nonetheless the driver should be commended for coming to the aid of the victim and the TTC should chill on its' policies.

"Damned if they do and damned if they don't It sure is tough to be a TTC driver these days. And society wonders why people are not helping out when a crime occurs."

"I'm sure that if this employee just let the suspect run away, he'd still be under fire for not trying to stop him. I understand the rules being there for a reason, but I think in situations like this the rules need to be bent a little."

Transport for London's DNA Saliva Kit Giving Drivers New Tool to Combat Spitting Assaults

With the exception of verbal abuse or threats, spitting at drivers is perhaps the most pervasive form of driver assaults. Transport authorities in the United Kingdom have instituted a program that seems to be having an impact on spitting assaults, and is quickly being implemented by transit authorities across the globe, often with union endorsement.

In response to a rising number of recorded assaults against staff, Scotland's Scotrail trains initiated a trial program where DNA kits are made available that would allow staff to preserve the saliva and hand it over to the police for testing. The kit is relatively simple, consisting of a pair of sterile latex gloves, one self-sealing evidence bag and two sterile swabs in containers. Within just months the collection of DNA from spitting assaults led to 3 positive identifications and at least 2 prosecutions. Following the early success of the Scotrail program, Central Trains, in Birmingham became the first train operator in England and Wales to introduce the DNA testing kits to combat the rise in spitting assaults. That same month, the central stations in the London Underground were outfitted with the kits. Besides being able to collect DNA for evidence against assailants, the public notice that the kits are on board with operating staff acts as an added deterrent.

Transport for London has been by far the most aggressive transport authority in instituting the DNA kits across other transit services. The 22,500 bus drivers working in

the London area – a system with over 700 bus routes and carrying over 6 million passenger per day - were distributed the kits, with driver training on how to use the kits. As of the end of 2011, more than 11,000 DNA saliva kits have been issued to London Underground and London bus staff.



Left: A "Spit Kit" issued to tens of thousands of transit workers in the UK. Right: A transit worker in Boston, which has adopted DNA testing of spit to catch assailants.

The statistics are encouraging: bus-related crime overall was down by double digits and in the most recent year for which statistics are available, the kits used by Tube staff had helped prosecute over 100 people who had assaulted them.

The Transport for London initiative is having an impact. The kits are now being made available in other jurisdictions such as nearby locales Basingstoke and Kent County, as well as Glasgow, Edinburgh, Brisbane, Australia, and Boston. They are also being studied in New York City.

MONCTON, NEW BRUNSWICK ATU LOCKOUT IN ITS SIXTH MONTH

It's been a mess in Moncton since late June, when the City locked out the 90 members of ATU Local 1290 who work at Codiac Transpo, which normally serves about 70,000 people a day. The workers have been without a contract for well over two years.



The City of Moncton locked out its transit workers in June, 2012, after more than two years of fruitless negotiations and a refusal by the city to honour a 2010 settlement that had been agreed to by union and company negotiators.

In late 2010, after months of talks, negotiators for the union and the city-owned Codiac agreed to a settlement that the city council refused to ratify. It would have seen a bus operator's annual wages go from \$44,000 to \$51,000 over five years. After more than a year of stalemated talks, the union

countered with an April 2012 proposal that would raise wages to \$55,000. The members also voted for strike action to get the talks going but did not actually walk out.

Local President George Turple was taken by surprise when the city declared a lockout without informing the union or the customers, who were left stranded. The city says it can't afford the union's proposal but refused to return to the bargaining table until the province appointed a mediator, who was unsuccessful. The union has called for binding arbitration but the city has refused.

In October, Bob Kinnear went to Moncton to bring financial support from Local 113 and to join other ATU locals in calling for arbitration. As of press time of *On the Move*, the lockout, now in its sixth month, is continuing.

Meet the new “citizen” TTC Commissioners. Where will they stand on contracting out and privatization?

In March of this year, City Council restructured the Toronto Transit Commission, the TTC’s governing body. Previously, the Commission was composed of nine members, all of them had to be sitting City Councillors. The new Commission has seven Councillors and four “citizen” members who serve four year terms. Council just recently got around to appointing the citizen members.



Maureen Adamson, CEO of Cystic Fibrosis Canada, a non-profit charity. Adamson was previously an Assistant Deputy Minister for the Ministry of Health in Ontario and a senior hospital administrator before that. In the 2010 municipal election she publicly supported

former police officer Ken Chan as Councillor for Ward 27. Chan had returned to Toronto from London, England, where he had been an advisor to Conservative Mayor Boris Johnson. Mayoralty candidate and former Ontario Minister of Health George Smitherman also supported Chan. Smitherman lost to Rob Ford and Chan lost to Kristen Wong-Tam, who had heavy support from the ever-popular Olivia Chow.



Alan Heisey is a lawyer and former Chair of the Toronto Police Services Board. He was also a prior Chair of the Toronto Parking Authority who oversaw installation of the wireless, solar-powered “pay and display” machines that accept credit cards. Heisey is considered a progressive environmentalist. He rides the TTC often when he is not on his bicycle. As Chair of the Police Board, he declined to use the provided limousine. Also as Board Chair he showed great concern over racial profiling and pushed for reform of the Police Complaints system over the objections of then-Police Chief Julian Fantino. In 2001, Heisey was the target of an entirely fabricated smear campaign, according to Justice Sydney Robins of the Ontario Court of Appeal, who investigated “leaked” police allegations of wrongdoing by Heisey.



Nick Di Donato is a University of Toronto-trained professional engineer and developer who heads up the Liberty Entertainment Group, which specializes in high-end clubs, restaurants and event venues such as the Liberty Grand on the CNE grounds, the Rosewater Supper Club, Yorkville’s Ciao Wine Bar, Tattoo Rock Parlour, Spice Route and some U.S. properties. The energetic Di Donato, who collects celebrity connections like philatelists collect stamps, also sits on several development and charitable boards such as the Humber River Hospital Foundation, Invest Toronto and many others.



Anju Kumar Virmani is chief information officer of Cargojet Income Fund in Mississauga. She lives in Toronto. Cargojet is a fairly large Canadian-based provider of overnight time-sensitive cargo. An online search for information on Ms. Virmani yielded no more information.

Because the citizen commissioners do not have to be popularly elected, it is presumed that they can stay above the general political fray at City Hall that often leaks over into TTC decision-making. On the other hand, they are not accountable to the general public for their decisions and positions. The trade-off may be worth it; time will tell. The biggest test of where they stand on the future of Toronto’s transit system will be in the whole area of contracting out, i.e. privatization. TTC CEO Andy Byford and Commission Chair Karen Stintz have made it clear that they are fans of privatization, despite overwhelming evidence that transit privatization (such as the so-called “public-private partnerships, or P3s) has virtually always failed to deliver the promised benefits to riders and taxpayers. Around the globe, only the participating corporations have won in P3 deals.

THE SEVEN CITY COUNCILLORS WHO SIT ON THE COMMISSION:

- Karen Stintz*
- Maria Augimeri
- Raymond Cho*
- Josh Colle
- Glenn De Baeremaeker
- Peter Milczyn*
- John Parker*

*Councillors who voted in December 2010 to ask the province to declare the TTC an “essential service,” thereby taking away our right to free collective bargaining. Since then, however, Councillor Cho has voted *against* contracting out TTC unionized jobs (as did Augimeri and De Baeremaeker), for which we are grateful. Councillor Colle, did the reverse. He voted *against* the essential service motion but voted for contracting out the Bus Service jobs.

The 2012 John Lorimer Memorial Scholarship Winners

The John Lorimer Memorial Scholarship was established in 1964 for the children of active or retired ATU 113 members who are entering or attending university. In that first year, three students received the scholarship in the amount of \$400 each. To date, over 1000 scholarships have been awarded for a total value of well over \$1,000,000. Each of this year's 40 winners have received \$1500 to assist them in their university course of studies. We congratulate them and their justifiably proud parents.



Anthony James Cagalawan
University of Waterloo
Computer Engineering
Parent: **Anthony M. Cagalawan**
Wilson Division



Daniel Martins
York University
Bachelor of Business Administration
Parent: **Humberto Martins**
Harvey Rail



Vanessa Mammone
York University
Bachelor of Business Administration
Parent: **Dominic Mammone**
Wilson Garage



Claudia Palmero
University of Toronto
General Anthropology
Parent: **Marco Palmero**
Duncan Shop



Ryan Neville
University of Toronto
Bachelor of Arts Humanities Co-Op
Parent: **Brian Neville**
Harvey Shop



Myra Wein
University of Toronto
Political Science – Bachelor of Arts
Parent: **Lawrence Wein**
Eglinton Traffic



Talha Zia
University of Toronto
Neuroscience
Parent: **Mohammad Zia**
Greenwood Shop



Meh Noor
McMaster University
Bachelor of Arts Sciences
Parent: **Muhammad Hanif**
Lakeshore Division



Olivia Barbara Henn
Ontario College of Art and Design University
Drawing and Painting
Parent: **Joseph Henn**
Hillcrest Paintshop



Josef Bednarski
McMaster University
Life Sciences
Parent: **Andreas Siebert**
Greenwood Carhouse



Jordana Schiralli
University of Toronto
Bachelor of Arts
Parent: **Andrew Schiralli**
Davisville Carhouse



Nikhile Mookerji
Wilfred Laurier
Health Sciences
Parent: **Subroto Mookerji**
Wilson Subway

2012 SCHOLARSHIP WINNERS



Michael Triolo
York University
Honours Biology
Parent: **Leonardo Triolo**
Wilson Carhouse



Jennifer Kowbell
University of Toronto
Music Education
Parent: **Daniel Kowbell**
Collector



Wade Thomas Walker
McGill University
Bachelor of Arts and Science
Parent: **Raymond Walker**
Retired



Kelly Simpson
University of Western Ontario
Health Sciences
Parent: **Danny Simpson**
Revenue Ops



Jessica Pasqua
York University
Bachelor of Fine Arts – Dance
Parent: **Roberto Pasqua**
Wilson Garage



Anthony Cassata
York University
Science and Engineering
Parent: **Filippo Cassata**
Duncan Shop



Jasmin Dhillon
University of Toronto
Criminology and Sociology
Parent: **Balbir Dhillon**
Mount Dennis



Claudia Pozzebon
University of Guelph
Bachelor of Science
Parent: **Paolo Pozzebon**
Queensway Garage



Christopher Juliao
University of Toronto
Life Sciences
Parent: **Joseph Juliao**
Duncan Shop



Erika Samithamby
University of Toronto
BIO Medical Science
Parent: **Pathmarajah Samithamby**
Bloor-Danforth



Stephanie Perruzza
University of Toronto
Bachelor of Science
Parent: **Olimpio Perruzza**
Duncan Shop



Ryan Tapley
University of Guelph
Accounting
Parent: **Glenn Tapley**
Mount Dennis



Kayleigh Brownhill
University of British Columbia
Bachelor of Science
Parent: **Bruce Brownhill**
Bloor-Danforth



Harry Chaudhary
University of Toronto
Life Sciences
Parent: **Pawan Chaudhary**
Veolia SW



Nicholas Karavanas
University of Waterloo
Bachelor of Science
Parent: **Christos Karavanas**
Paint/Signage



Karam Kaur
McMaster University
Bachelor of Life Sciences
Parent: **Ranjit Singh**
Danforth (Collector)



Autumn Yaworski
University of Toronto
Life Sciences
Parent: **Greg Yaworski**
Wilson Garage



Sharmela Brown
University of Toronto
Journalism
Parent: **Errol Brown**
Arrow Road



Jeremy Ambraska
Queen's University
Bachelor of Arts
Parent: **John Ambraska**
Russell Division



Sansia Waite
Seneca at York
Chemical Lab Technician
Parent: **Christine Monfries**
Arrow Road



Hyun Ju Song
Sheridan College
Applied Arts – Animation
Parent: **Byeong In Song**
Veolia SW



Daniel Doan
University of Toronto
Computer Engineering
Parent: **Thong Doan**
Davisville Carhouse



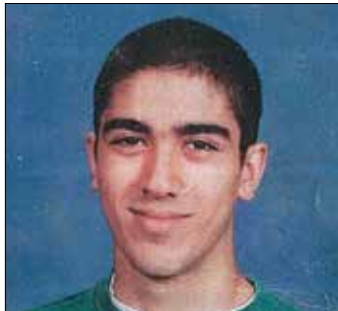
Amanda Lee
Arkansas State University
Bachelor of Science in Exercise
Parent: **Douglas Lee**
Arrow Road



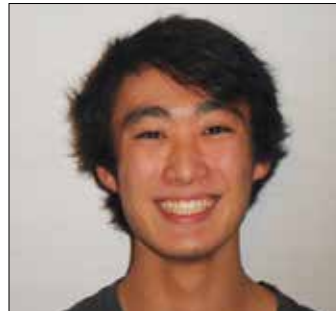
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Western University
Science
Parent: **Sukumar Purushothaman**
Mount Dennis



Kevin Price
Trent University
Concurrent Education
Parent: **Peter Kirwin**
Malvern Division



Dogu Beran Demirer
University of Toronto
Commerce/Management
Parent: **Haver Demirer**
Mount Dennis



Kevin Sun
McGill University
Bachelor of Science
Parent: **James Sun**
Russell Division



Kyle Anderson
University of Toronto
Bachelor of Arts – Political Science
Parent: **James Anderson**
Danforth Subway



BETTER LATE THAN NEVER!

Last year we somehow missed including Melissa Tramontozzi in the list of 2011 scholarship winners. Our apologies! Melissa is studying in the Faculty of Arts and Sciences at the University of Toronto St. George Campus. She is majoring in Religious Education with two minors in French and English. Her father, Dan Tramontozzi, is a Bus Operator at the Arrow Road Division. A belated congratulations to Melissa and Dan.

WE WANT TO HEAR ABOUT FORMER SCHOLARSHIP WINNERS

If your child was a union scholarship winner and has finished his or her post-secondary education, we'd like to follow up to see how they are doing. Are they working in their chosen career or did they find another vocation? Married? Children? Let us know! We'll feature them in this magazine. Send details and a current picture of your successful kid to the union office.

ACROSS THE BOARD

Manny Sforza*Executive Vice-President*

We have certainly been through some very difficult times as a Union over the past three years. We have faced many

challenges and been successful because we have worked as a team, lead by a great leader and President. I would also like to take this opportunity to thank all of the Executive Board members for all of their hard work and dedication over the past three years. We also have Stewards in every work location that work diligently assisting members with issues on a daily basis, and Wardens that have stepped in to help when called upon.

As we move forward, we are faced with the most difficult challenge our Union have ever faced that being the contracting out of our work.

As you have seen recently by our Maintenance Media Campaign, we are attempting to educate the public on the hard work that our members do daily behind the scenes, to ensure the public moves seamlessly and safely across this city. Contracting out the work is not the answer and we must stand strong to make sure we are heard.

Finally, I would like to take the opportunity to remind everyone once again to ensure their SBA application is completed properly. Also, if you are hurt or injured on the job, please ensure you complete an Occupational Injury Report immediately and include all relevant information including witnesses. Before accepting any light duties following an injury, ensure you are clear on your medical restrictions, see a doctor immediately and remember not to sign the back of the form accepting alternate work if you do not believe you can perform them.

I would like to wish those board members that are retiring at the end of this term all the best in their future endeavors.

In closing please work safely, every hour of everyday! Please remember those that have died on the job, including our dear brother and friend, Peter Pavlovski.

Frank Grimaldi*ABA Transportation*

I would like to take this opportunity to thank all the Shop Stewards for a job well done. We had a few rough spots

but at the end of the day things have worked out well. I would particularly like to thank our Transportation Wardens, Frank Malta and Otis Leow for holding down the fort when the Board was away.

At the beginning of this term, I pledged to work closely with you to achieve our goals. This would not have been possible if it wasn't for the help and dedication of Ian Mackay. We had five new Transportation Board Members and Ian's help on bringing everyone on board was critical.

In our 113th year, Local 113 is in a relentless fight with the City of Toronto to protect our jobs, wages, and pensions. We must be united in our fight and support President Bob Kinnear in order to win. Unconditional support is a must.

Carmen Lint*Birchmount/Malvern*

It's been close to 3 years that I have represented Birchmount and Malvern Division. I have done so with the upmost pleasure and look forward to representing you in the future.

The last couple of years have been challenging with the TTC becoming an essential service and taking our right to strike from us. The long process of negotiating our Collective Agreement that ended in binding arbitration. This is more than likely going to be the norm in the future. We are entering a new era with new management at the helm and the dangerous path they are taking us down with the contracting out of Maintenance jobs. Once we lose those jobs, we will never be able to regain them. What stops them from contracting transportation jobs out in the future? We must be united and stand together, brothers & Sisters.

I can't stress enough when a problem arises it must be brought to the Shop Stewards or your Board Member's attention immediately, not months after the incident, as there are timelines to file a grievance.

In closing, I would like to thank my Shop Stewards Roland Beaudet and Roy Fleming for their efforts these past 3 years.

Cliff Piggott*Arrow Road/Mount Dennis/Veolia*

As 2013 is rapidly approaching we face numerous new challenges. Our two major concerns this year will be the issue of Contracting

Out and the implementation of Metrolinx.

Reflecting on the past year the legislation that made us an essential service has limited our ability to negotiate our own contract. The result of which was the arbitrated settlement decision handed down last June.

At this time I would like to take this opportunity to express my sincere thanks to Marvin Alfred and Paul Flynn for their tireless efforts in

representing the Brother and Sisters at Arrow Road and Mount Dennis Divisions.

On a personal note I wish to thank Marvin for assisting me while I was recovering from hip surgery this past summer. Further, congratulations to Paul on a long distinguished career as he has decided to retire. I wish him luck in all his future endeavors. In closing, it is important to remember our strength is in solidarity. I look forward to seeing you all at our regular monthly meetings.

Mark Bertoia

Bloor-Danforth Subway/SRT/ Eglinton/Wheel-Trans Transportation



To the approximate 1400 hundred members I represent at Eglinton, Wheel Trans and the B-D S.R.T. This special

time of the year is fast approaching, all the best to you and your families.

Thanking all of my shop stewards for your service to the members. Our president is working tirelessly to stop this unjust, unprecedented attack on our jobs that could ultimately affect future generations of 113 members.

Our strength in numbers and your individual support is a requirement of commitment to fight this anti-union, privatization mentality of the upper management, City Hall and the Provincial Government. Looking at the current landscape, worldwide, it is not a pretty picture. Let us turn despair into hope, hope into victory. Turn this unjust society to a just society, good jobs for all.

**BE THE FIRST TO KNOW.
ATTEND MONTHLY
MEMBERSHIP MEETINGS.**

Ian Mackay

Wilson Bus/Wilson Subway



The Shop Stewards are the backbone of the Union. There's a cold wind blowing, telling people they have no choice but to take less.

And why is that? We pick the enemy. We have to figure out a way for more working people to understand who the enemy is.

Imagine a world without unions. The peasants – and the elite. The rich – and the poor. No middle class. That's the way it used to be, not all that long ago. And that's the way the rich would like it to be again. None of these boring unions trying to get workers to share a little more in the fruits of their labour. You think it can't go back to those days? Both the Harper Federal government and the McGuinty provincial government have taken away the right to strike of many unions, not just ours. Little by little, they are stripping workers of their rights and lowering taxes on the rich and increasing user fees on public services that the middle class and the working class and the poor rely on. It doesn't matter to the rich if TTC fares go up or if we have to wait longer for medical care and test. They have fancy cars and private clinics. Too bad for the rest of us. They want to go back to the good old days.

I thank the Shop Stewards for their loyal and ongoing support over these last six years. I thank Frank Malta, Demetri Kasiasi, and so many other important people in my working life at Wilson Division. We all work together for the benefit of the membership. Our Union has been around for more than a century and so much progress has been made because we stuck together. We must continue to do this, brothers and sisters.

John Wales

Collectors/Clerical/TCT/Patten/Traffic Checkers/Wheel-Trans Administration



2012 has been a year of change. The TTC has taken a confrontational direction, with their contracting out and

operating excellence. Our right to protest and strike has been removed and has greatly affected our RIGHT to Collective Bargaining.

We are on the front lines. Our friends have been victims of tragic accidents. We have had a collector the victim of gunfire and have suffered the ridicule of many idiots with a camera. We put our safety on the line every day. We have struggled to see eye to eye with our short sighted Mayor at city hall. The list is endless.

The issues are different today than a hundred years ago but it's still the same old fight. The establishment trying to take away everything Union's fought for. We are workers in a Union; workers who support each other, there is no race, gender, colour or religion in a Union, just workers. Let's all remember what our union represents when in the coming years when TTC, the Commissioners and City Hall start looking at ways to reduce numbers either in maintenance or transportation.

Well that's enough of the soap box. It has not been all doom and gloom. Brother Frank Grimaldi and I have been successful at creating new non-signing positions and higher wage rates. Arbitration's have been settled in favour of our members. We have negotiated settlements of substantial amounts and we are close to finalizing other improvements. I have been fortunate to have great support and assistance from Brother Grimaldi and all the Shop Stewards that I work with.

ACROSS THE BOARD

Paul S. Haynes

Executive Board Members Queensway, Roncesvalles, Russell



This will be the last article I write this year. I'm looking forward to addressing the sisters and brothers that I represent in

the next article due out sometime next year. Wow, what a term it has been. I can't believe that the term is up already. A lot has happened and yes, we were in the eye of the storm. However we believe that we've weathered the storm well. As newly elected Executive Boards Members, I for one was overwhelmed. I have to admit that I made a few decisions not everyone agreed with but all in all we had the best interests of all our members at heart. It has been a rough three years for all. I've learned from my shortcomings and I will say this to all of you: I believe that after what we've been through that I for one have learned a valuable lesson and it is one that I'm not likely to repeat. It has made me a stronger person. Suffice to say that it takes a long while to get to know all the people involved and to know when and where to push. Believe me when I say to everyone that it's a valuable lesson and it was one that I took to heart. So I'm looking forward to serving the fine sisters and brothers of Queensway, Roncesvalles and Russell Divisions for another term.

I will say that I enjoyed it and I believe that I did the best job I could have done under the circumstances. As a board we accomplished a lot. In closing I will add that a lot of thanks has to go to the shop stewards at the locations that I as an Executive Board Member represent. Their hard work and dedication at the divisions did not go unnoticed. For that I am very grateful and would like to extend a tremendous amount of

praise and gratitude to the following individuals. Rob Kempers, Joseph (Pat) Lavallee and Anthony Watson. All three of these individuals made my job a little easier. Thank you all and I hope to correspond with you in the next magazine.

Rocco Signorile
Secretary-Treasurer

Times are tough out there. We are at a time in our Local's history like no other. All around us from almost every

corner we are being attacked by management, politicians, the media and the public. We have NO friends. The soft middle has become fence sitters and now cowers to the right wing. The buzz words are "austerity" and "grave train," to name a few.

Just open your front door to your home in the west end and see A Green for Life garbage truck picking up your garbage to see what I am talking about. The only "green for life" is all the "green profits" these private companies will be making on the backs of labor. What's next? Private buses in downtown Toronto?

We need to stick together, call your MPs, MPPs, City Councilors, and whoever is the next Mayor (at the time of writing, it was unsure how long Ford would stay in office.) Voice YOUR opinion as a VOTER in their constituency; put a face and a voice in their riding because they will *have* to listen. If more and more of our members call in and get their family and friends as well to do it we can make change.

A politician's livelihood depends on getting voted in, they will not listen to the Union as a body but rather the individuals who vote for them. This is not just the Union's responsibility, it is ALL of ours.

We are doing what we can as we speak, talking to politicians, filing grievances and coming up with proposals on contracting out issues. The problem? **THEY ARE NOT LISTENING.** They are on agenda to wipe out Unions.

As this battle rages we will be asking our members to help, depending what these measures are can only succeed if it's done in unison. Some of these measures will test the resolve of our membership, but I know we can do it; I have faith in our membership.

Think about it what good is a few dollars today when you have no job tomorrow?

As for TTC management they are not your friends, they are coming into our workplace on a daily basis and pretending to talk to our members like they are one of the family.

THEY ARE NOT! They are looking at you as a dollar figure and how much cheaper they can get you for. So when they come into your location, whether it be a retirement or social event, be professional and ignore them, ask them face to face about contracting out, point out to them how **WE MAKE THE TTC RUN.** Remind them how Stintz said on camera "we are the best at what we do." Ask why they gave themselves a raise, when they fought not to give us a raise. Just keep asking "why"?

BAD TTC REPORT CARD

An independent transit users' advocacy group, TTC Riders, has issued its first report card on how the TTC is doing in five key areas. Not good. Most to blame: government underfunding. Read the fact-filled report at www.ttcriders.ca.



TTC assailants going to jail

Prosecutions of people who assault TTC staff are rising and the assailants are increasingly doing jail time. Last summer, a woman who yelled racial slurs and pepper sprayed an Operator and three passengers on a Sheppard Ave. bus near Downsview Station was jailed for 46 days. The passengers had come to the aid of the Operator, who was sprayed over a transfer that had expired. She fled the bus but was arrested a short time later by Toronto Police.

Dana Chobatru, 29, was also sentenced to 18-months of house arrest after pleading guilty to four charges of assault with a weapon.

Also last summer, Alton Jackson was found guilty of assault and mischief and was given a 70-day jail sentence for attacking a bus Operator and damaging the vehicle. The 45-year-old man flew into a rage when he was told a bus was out of service. He spat on the driver twice, ripped out the emergency phone and used it to smash the headlights of the bus. A security camera captured the attack. Jackson is also serving two years' probation which includes a ban on riding the TTC between 9 p.m. and 6 a.m. and staying away from the Operator.

Ladies, gentlemen, we know that service has suffered because of a failure of governments to properly fund transit. But don't take it out on the employees. That would be like slapping the cashier at Loblaws over the price of rice.

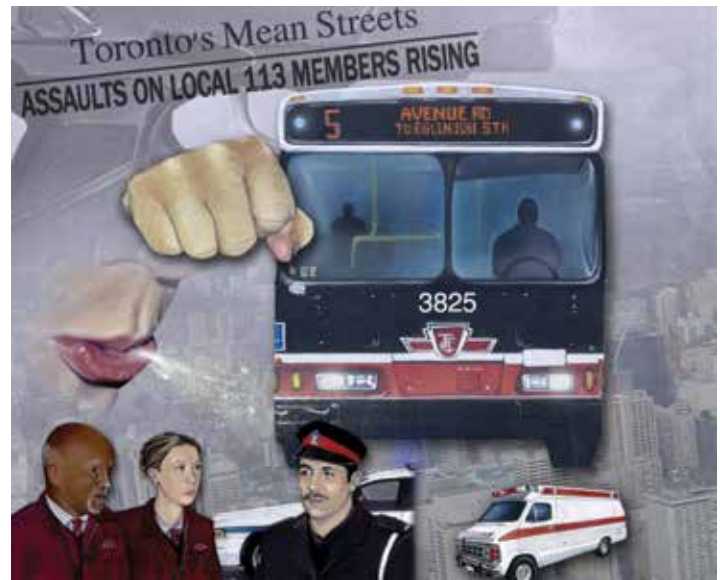
STILL AT LARGE

The man who shot Collector William Anderson in his booth at Dupont Station earlier this year has not been caught, despite a \$25,000 reward offered by the TTC. The masked robber was armed with a revolver when he demanded money from Anderson, who refused. The man walked away, then turned and fired three rounds through the shatterproof, but not bulletproof, glass. Anderson was wounded in the chest and neck and was hospitalized. He has since recovered, thankfully.

This is the first time that the TTC has offered a cash reward for information leading to an arrest and conviction.

COURT ADVOCATE

In 2009, four years after the shooting of Bus Operator Jaime Pereira and three years after the one-day "incident" of a system-wide shutdown over the issue of the growing number of assaults, the TTC established the Employee Support and Advocate Program to help assault victims and get tougher sentences for their assailants. The program has worked well, thanks to the tireless efforts of Stuart Budgell and Richard Symons, who are in the courts constantly, 800 times a year,



In 2006, On The Move ran a special report on the rising incidence of assaults against TTC workers. Since then, assaults have not diminished noticeably but assailants who are caught are getting stiffer sentences. It is believed that assaults occur more often in crowded conditions, higher fares and reduced service that leads to passenger frustration.

helping employee victims with paperwork and advice and assisting the Crown in putting the assailants behind bars. In the past, workers who were assaulted were on their own when it came to court. If their assailant was caught and there was a trial, they would show up to testify without anyone from the TTC present. Assailants would sometimes get off entirely, or with very light sentences, such as probation. Things are very different now. There is a 95 per cent conviction rate and the union is grateful for this assistance, long in coming.

If you have any ideas on how to prevent assaults from happening in the first place, speak with your Executive Board member. All ideas will be considered by the union and, if they make sense, advanced in discussions with the TTC. On average, there are two reported cases a day of an assault against TTC employees.

ASSAULTS RISING ACROSS CONTINENT

Do a Google search: "assaults on transit workers" and you get more than 70,000 hits. It is clear that assaults are on the rise virtually everywhere in North America. Is it a coincidence that the trend seems to follow government cutbacks in transit service? This time last year, CBC Radio carried a special report on transit assaults in Canada. Go to www.cbc.ca/thecurrent/episode/2011/12/01/transit-workers-assaulted-on-the-job/

113th Anniversary Gala a Stellar Event

On October 13, 2012, Local 113 held its 113th Anniversary Gala at the Toronto Sheraton Centre. Hundreds of members and partners attended, along with ATU locals from across the continent, several City Councillors, MPs and MPPs and International President Larry Hanley. All were wowed by the massive ice sculptures, a moving video on the history of the Local, fireworks, a sumptuous dinner, open bar and a rousing performance by Toronto rock icon Kim Mitchell.



The streetcar made of ice is even more impressive when you know that it stood over six feet tall and 12 feet long.



Rocker Kim Mitchell, who once led the 1970s Toronto band Max Webster, had the dance floor filled within seconds of the start of his show.



Sparklers erupted at each table all at once, along with fireworks from the stage, at the conclusion of the Local 113 history video, which was given a standing ovation.



Queensway Transportation Steward Robert Kempers and fiancé Jane Smallwood in front of the first ice sculpture to greet guests.



Two bars made of ice served nothing but cold ones.



International President Larry Hanley (right) came to Toronto for the festivities and to get to know Local 113 members better. With him are L-R: Larry Kinnear, Bob Kinnear, Ian Mackay, Frank Malta, Manny Sforza and Frank Giustini.

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